

families of working people maintain their health in a surprising manner, even in cellars and other close dwellings, he states. "That in 1833, 1834, 1835, 1836 (years of prosperity), the number of fever-cases admitted into the Manchester House of Recovery, amounted to only 421 per annum; whilst, in two pinching years, 1838 and 1839, the number admitted was 1,207 per annum."

"It is," said this benevolent gentleman, "in such a depressed state of the manufacturing districts as at present exists, that unpaved and badly sewered streets, narrow alleys, close unventilated courts and cellars, exhibit their malign influence in augmenting the sufferings which that greatest of all physical evils, want of sufficient food, inflicts on young and old in large towns, but especially on the young."

"Manchester," he adds, "has no public park, or other ground where the population can walk and breathe the fresh air, and, in this respect, is disgracefully defective, more so, perhaps, than any town in the empire."

Your committee have dwelt long on the state of Manchester and Liverpool than they should otherwise have done, because these great towns are so much supported by the connected with the cotton manufacture, which employs a greater amount of capital and workmen than any other in this empire, or, perhaps, in any other quarter of the globe, and which is rapidly increasing in importance, and the number of persons occupied in it is constantly augmenting.

It seems alike a matter of duty and policy in the Legislature to take care that the industrious classes, by whose hands the great riches derived from this trade are chiefly formed, should be protected from evils (such as have been described) by the Government and the more opulent ranks, who owe so much to their unwearied exertions.

If from the great towns connected with the cotton trade your committee turn their attention to those where the population is chiefly employed in the woollen manufacture (the second in point of numbers), they will regret to have to report, that the evidence adduced before them shows nearly the same neglect as to any effective regulations to provide for the comfort or insure the health of the labouring community.

Thus, in Leeds, with a population of above 80,000 persons, the state of the streets, courts, and dwellings inhabited by the working-classes appears greatly neglected; paving, sewerage, and cleansing (as applicable to the health and comfort of these workmen) seem seldom thought of, and never effected.

The Report of the Statistical Committee of the Town Council of Leeds, giving a detailed account of the state of the town, has been fully confirmed by Dr. Williamson, a physician long resident in Leeds, and well acquainted with the facts; the details are given in evidence, p. 56, &c. A few extracts will give a sample of the rest.

Referring to the condition of one ward (a populous district) the question is put, "All the streets and dwellings in this ward are stated to be more or less deficient in sewerage, unpaved, full of holes, with deep channels formed by the rain intersecting the roads, and annoying the passengers, sometimes rendered untenable by the overflowing of sewers and other more offensive drains, with ash-holes, &c. exposed to public view, and never emptied; or being wholly wanting, as is frequently the case, the refuse is accumulated in cellars, piled against the walls, or thrown into the streets; is that an accurate description?—A. It is an accurate description of the condition of the streets."

Referring to one neglected and filthy locality, the witness says, "From that yard I have reason to know cases of malignant fever are continually sent to our Fever Hospital." The district called the North East Ward (in which out of 16,269 inhabitants, 15,399 are of the working-classes) is thus described: "As containing numerous streets, having dangerous excavations, but drains, little or no sewerage, here and there pieces of stagnant water, ash-holes exposed, out-offices, without doors or seats, very unsafe," &c.

#### BUILDERS' FOREMEN'S INSTITUTION.

A GENERAL meeting of the members of this institution, Mr. Allard, president, in the chair, took place on Wednesday evening last, for the purpose of considering the report of the committee appointed to inquire into the best means of forming an asylum for ill, aged, and infirm members. It also being the quarterly meeting, the business more immediately connected with the evening was the election of president, vice-president, secretary, &c., for the ensuing six months. There was a very full attendance of members, whose number now amounts to upwards of sixty of the principal foremen of the builders of the metropolis.

The Secretary having read the minutes of the last meeting, which were confirmed, Mr. Trow was unanimously elected a member.

Mr. Kimberley was elected president by the casting vote of the chairman.

Mr. Smith was elected vice-president.

Mr. Rowe was re-elected as secretary.

A managing committee of three members was then elected.

Mr. Stephens then proposed that the recommendation of the committee be received, and that a committee be appointed to form an asylum for its aged and infirm members.

After some remarks from the members, a high eulogium was passed on the committee who drew up the report. A committee was appointed accordingly.

#### FREEMASONS OF THE CHURCH.

##### SEVENTEENTH (ST. MARK'S) CHAPTER.

APRIL 16.—The Rev. George Pocock, B.C.L., one of the Chaplains, in the chair. The minutes of the last meeting were read and confirmed.

It was ordered, that the subject of a letter from Mr. B. Hlopson, of Leamington Priory, be referred to, and be at the next Chapter reported on by a deputation consisting of the following members:—

Rev. F. P. Pocock, (Latin Secretary); Messrs. A. Bartholomew, (English Secretary); W. P. Griffith, (Baptist Chaplain); G. Aitchison, sen., (Consultant); R. C. G. (Professor of Architectural Acoustics); G. Perry; F. East; A. A. Winterbottom; L. Smith, (Professor of Hydraulics); and J. W. Archer, (Munimental Brasseur).

William Franck Elliott, Esq., of No. 15, New Cavendish-street, and of Tooting, in the county of Somerset, was elected a Lay-Fellow.

William Papineau, Esq., (Professor of Architectural Chemistry), presented to the Museum a stone tablet, bearing a Chinese inscription, brought from Chusan.

J. W. Archer, Esq., presented to the Library a tract intitled "Remarks on the Value of Decorative Church Architecture."

James Wilson, Esq., F.S.A., Architectural Fellow and Correspondent Delineator for the county of Somerset, presented the following lithographic prints of edifices designed and erected by himself:—

View of Gbellenham Proprietary College. View of St. Stephen's Church, Bath. View of Holy Trinity Church, Milton, near Gravesend, Kent.

It was ordered, "That in case of application being made to any member of the College for information relative to the means of joining the College, the English Secretary shall be empowered to send to any applicant a minute of the laws concerning the admission of members."

Mr. Joseph Jopling, architect, exhibited his apparatus for generating lines by simple continuous motion, and is to explain his invention on Tuesday evening, the 30th instant.

Mr. W. P. Griffith, F.S.A., presented two rubbings from a curious sepulchral brass, engraved on both sides, in the parish church of St. Margaret, Rochester, to the memory of Thomas Cod, Vicar of that church, who died A.D. 1465.

Mr. W. G. Rogers exhibited two magnificent drops, 7 feet high, and 1 foot 8 inches wide, consisting of fruit, corn, fish, and other subjects, carved by him for the Earl of Oxford, in the style of Grinling Gibbons, embossed 11 inches with a free and perfect imitation of nature. Also three masterly specimens of grotesque paneling of the sixteenth century,

3 feet 6 inches and 11 inches wide, apparently

from the designs of Giovanni-de-Udine (the pupil of Raffello), who was employed in decorating the Loggia and other parts of the Vatican; and who, with the exception of Morio-de-Felro, was the first who attempted that style, which, in his time, had been but recently discovered in the subterranean chambers at Rome, Putcoli, and Comes, it being nothing unusual for Raffello himself, Udine, Clorio, Romano, Parmigiano, and other artists, to design subjects both for sculpture and wood carving; many noble families of Italy still boasting of marriage-chests originally executed under the superintendence of some or one of the above masters; but a specimen being no where found more beautiful than the one in the collection of the Earl of Cadogan, who possesses two pillars from the bedstead of Pope Leo the Tenth, the composition of which is attributed to Giovanni-de-Udine.

Mr. W. H. Rogers presented a beautiful original drawing of grotesque ornaments, formerly in the museum of Count Caiani, and attributed to Giovanni Nanni, or Ricamatori, commonly called da Udine.

Mr. T. Whithurst presented a lithographic interior view of Plymouth Church, and also exhibited a quatre-feuille painted window, 17 in. diameter, of the Flight into Egypt; also drawings of stained-glass windows, executed by him, viz:—

For the altar of St. Botolph's, Bishopgate, London (the Ascension).  
For Penance Church,  
For Plymouth Church,  
For Radcliffe Chapel, Lancashire (Christ bearing the Cross).

For the Thomas, &c. of No. 1, Berkeley-place, Brecon, was elected Correspondent-Delineator for South Wales.

Applications to become members were received from nine gentlemen.

Adjourned till Tuesday evening, the 30th instant.

#### INSTITUTION OF CIVIL ENGINEERS.

APRIL 16.—William Cubitt, Vice-President, in the chair.

The first paper read was an account of the railway from Amsterdam to Rotterdam, by the Chevalier F. W. Conrad, M. Inst. C. E., translated from the French by C. Manby, Sec. Inst. C. E.

This railway, which is the first which has been constructed in Holland, was commenced under adverse circumstances, and the work languished until the appointment of the author as engineer director, when it appears that although from the defective state of the law of expropriation, great difficulty was experienced in obtaining possession of the land for the railway, the works were carried forward vigorously, so that the four divisions of the railway, extending from Amsterdam to the Hague, were completed between March 1839, and December 1843, leaving only the fifth division between the Hague and Rotterdam to finish the line, and of that, the works were proceeding rapidly. The length of the line, when the whole is finished, will be about 32 English miles, the cost of the single line of rail laid is about 1,475,000 miles.

The detail was given of all the conditions of the contract, the prices and quantities of materials, the methods of execution, the forms and dimensions of the buildings, and of the bridges, some of which are of cast-iron of large size, and very ingeniously contrived for opening to the facility of the navigation. The iron beams of one of these bridges were 73 feet long, cast in one piece. Other bridges of timber, on the American truss-work principle, and of very large scale, were also described.

The mode of construction of the permanent earth-work was then described. Almost the whole line, being through marshy ground, was laid upon fascines, and in some places it was carried entirely by these means through water of considerable depth.

An ingenious mode of cutting off the head of the dikes under water was then described, and it was thought that its simplicity would induce its introduction into English engineering works.

All the other particulars of the railway works were given in the most minute detail.